

## Kelkari Phase II and Phase III

### Master Site Plan (MSP) and Site Development Permit (SDP) - Minor Amendment Binding Site Plan (BSP) – Exception Amendment

**BACKGROUND:** Kelkari is a residential community located in the Sunrise neighborhood of south Issaquah. The Master Site Plan, Site Development Permit and Binding Site Plan for Kelkari was approved in 1998 (Resolution No. 98-15) with 189 dwelling units in 9 buildings, each with a maximum height of 50 feet. A detached clubhouse was also approved. Phase I, with 63 dwelling units and the clubhouse, was completed in 1999. A portion of the development area for Phase II has been cleared and graded and site improvements have been constructed (i.e., main access road and stormwater management system/vault for Phase I & II). A Binding Site Plan, which includes all phases of the development lots and parcels containing critical areas, was recorded in 1999 (*See attached BSP*). In late 1999, the on-site construction work was suspended due to market conditions.

**PHASE II/III PROPOSAL:** No change in use is proposed. The development will continue to be a multifamily residential development. The modified project will include a series of duplex, triplex, and townhouse style buildings, with a maximum height not to exceed 40' and located outside the buffers and building setbacks shown on the BSP. The change in building type responds to the changing residential market demand and provides for a more respectful transition to the adjacent lower density uses. The buildings, access, site amenities and surface parking are generally located in the same areas previously depicted for development. A more detailed description of these and other project elements is provided below.

**MSP AND SDP MINOR AMENDMENT:** As confirmed by the City, the MSP and SDP are still in effect. The modified project includes the minor amendments listed below, remains substantially similar to the existing and proposed plan of the approved Kelkari project, and meets the criteria for a minor amendment (*See attached matrix which provides additional information in response to the City May 18, 2015 evaluation and comments*).

- Decrease in number of dwelling units – A minor change in the units (i.e., density) is proposed. The approval allows a total of 126 dwelling units for the remaining phases. The total modified number is presently estimated around 70-80 dwelling units depending on the final product. The current conceptual site plan proposed 72 units.
- Decrease in building height and size – While the number of buildings is increased with the change in building typology, the overall affect is a decrease in building massing. The

building lengths are reduced from 190ft – 200ft to 48ft – 120ft and the building height is reduced from 50 feet (4 stories) to a maximum of 40 feet (3 stories).

- Building character maintained – The Phase I architectural character and design elements will be utilized, but scaled for the smaller buildings. The buildings will have an exterior character inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms will be downscaled to compliment the smaller proposed buildings and each new unit will have a clearly defined, ground related, individual entry. The building walls will be modulated horizontally and vertically to add visual interest and shadow lines, and will be finished with materials similar to the existing multifamily buildings, including shingle, bevel, and board & batten sidings. The roofs will include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements will be used to accent areas, such as decks and entries. Colors will be earth tones, similar to those used in the existing multifamily buildings, plus brighter colors to accent the unit entries. See attached elevations.
- Minor change in impervious surface – The areas proposed for impervious surfaces will be maintained with the primary variations being between driving, parking, and buildings surfaces to provide for a logical development plan. The change in the impervious surface from approximately 4.47 acres to approximately 4.4 acres of impervious space represents a minor reduction.
- Minor change in access design – Phase II and III will access to and from Sunrise Place SW in the same location as shown on the recorded BSP. The 24-foot wide private easement for Phase II will be maintained and the Phase III 24-foot wide private easement will be relocated based on the modified site layout. The Phase I surface parking and drive-aisle access design will be modified for private access to townhouse garages. See attached site vignettes.
- Minor change in wetland mitigation design – A mitigation plan was approved by the City and Corps of Engineers in 1998 and the Cabin Creek mitigation has been completed. No work was commenced on the wetland mitigation located in Phase III. Due to the lapse in time, a new wetland delineation has been completed to confirm the location and size of the wetlands previously approved for fill. The change in the direct wetland fill and reduced buffer area represents a minor change. See attached delineation study. Because the wetlands have changed and the development plans are proposed for minor amendment, the mitigation plan as it was originally designed will be revisited to ensure it will achieve the required mitigation.

**BSP ALTERATION/MODIFICATION:** The BSP alteration exception is limited to recording an amended BSP that consolidates the development lots for each phase (i.e., for Phase II merge Lot 1 and 2; for Phase III merge Lot 8, 9 and 10), revises the location of the Phase III private

ingress, egress and utility easement, and changes the depiction of the development on Page 6 of 6 of the BSP to reflect the modified proposal.

**CONDITIONS OF APPROVAL:** The City decision for the project includes 29 conditions (Resolution No. 98-15). Many of the conditions have already been completed, are understood to have been completed, are no longer applicable or will be completed with the modified proposal (*See attached matrix with project approval conditions*). The modified proposal and all related permits will comply with all applicable conditions unless circumstances render it unfeasible or detrimental to the public interest to accomplish the subject conditions (e.g., Condition 4b regarding City streets: Phase II and III propose private access as Phase I was approved with private access).

# KELKARI

## Project Approval Conditions City of Issaquah Resolution No. 98-15

C-No.	Condition	Notes												
1	<p>Traffic mitigation (gross amount) estimated by Staff in the amount of \$308,213.64 for the 189 dwelling units shall be due at the time that the Master Site Plan is issued, unless the amount is revised by the City Council. The fee is based upon the Transportation Impact Fee Ordinance No. 2145 passed by the City Council on 2-18-97. The payment of the fee may be phased with the development as allowed under IMC 18.15.070.</p> <p>If the payment of the fee is phased with the development, the applicant will receive a credit against the phased fee amount due if the applicant has constructed/installed any of the street improvements listed below. The credit would be in the estimated amount noted below for the applicable street improvements, or such other amount as determined by the City based on actual costs. If a street improvement has not been constructed/installed at the time the phased fee amount is due, then no credit will be given.</p> <table><tr><td>+ Newport Striping</td><td>\$10,000.00</td></tr><tr><td>+ Widening Wildwood Boulevard</td><td>\$75,000.00</td></tr><tr><td>+ Share of traffic signal (56% share)</td><td>\$70,000.00</td></tr><tr><td>+ Clark Street Bridge Improvements</td><td>\$13,185.00</td></tr><tr><td colspan="2"><hr/></td></tr><tr><td colspan="2">TOTAL CREDIT: \$168,185.00</td></tr></table>	+ Newport Striping	\$10,000.00	+ Widening Wildwood Boulevard	\$75,000.00	+ Share of traffic signal (56% share)	\$70,000.00	+ Clark Street Bridge Improvements	\$13,185.00	<hr/>		TOTAL CREDIT: \$168,185.00		<p><b>Traffic mitigation for the first 63 units has been paid, and the below listed improvements have been paid and completed and no further road improvements or traffic mitigation is required for any further units on this development.</b></p> <p><u><i>Please confirm this is the City’s understanding.</i></u></p>
+ Newport Striping	\$10,000.00													
+ Widening Wildwood Boulevard	\$75,000.00													
+ Share of traffic signal (56% share)	\$70,000.00													
+ Clark Street Bridge Improvements	\$13,185.00													
<hr/>														
TOTAL CREDIT: \$168,185.00														
2	<p>School impact Fee will be required with the issuance of the building permits. The impact fee paid may be prorated with the phasing of the project. The fee due for the first phase totaling 63 dwelling units shall be \$38,367 based upon Ordinance No. 2163 (\$609.00 per multiple family residential unit). The amounts due for the future phases of Kelkari shall be calculated upon the school impact fee schedule in effect at that time.</p>	<p><b>Acknowledged – <u>We understand the current school impact fee is \$1,458/unit for Townhomes. Please confirm.</u></b></p>												
3	<p>The applicant shall mitigate impacts to public services by a voluntary contribution in the following amounts for the 189 dwelling units. The fees must be paid with the issuance of building permits (Chapter 10, Land Use Code). The fees paid may be prorated with the phasing of the project. The fees calculated by Staff for Kelkari are as follows:</p> <table><tr><td>Parks:</td><td>\$0</td></tr><tr><td>Fire:</td><td>\$63,575</td></tr><tr><td>General Government</td><td>\$0</td></tr><tr><td colspan="2"><hr/></td></tr><tr><td>TOTAL:</td><td>\$63,575</td></tr></table> <p>All SEPA mitigation costs are pro-ratable to each of the proposed nine residential buildings. All SEPA mitigation costs are to be paid at the time each of the building permits is issued.</p>	Parks:	\$0	Fire:	\$63,575	General Government	\$0	<hr/>		TOTAL:	\$63,575	<p><b>This fee assumes a total of 189 units or a fee of \$336/unit. Under the current proposal the total unit count will less. <u>We assume Fire fees will be \$336 x total units in this proposal. Please confirm</u></b></p>		
Parks:	\$0													
Fire:	\$63,575													
General Government	\$0													
<hr/>														
TOTAL:	\$63,575													

<b>C-No.</b>	<b>Condition</b>	<b>Notes</b>
<b>4a</b>	Kelkari shall be responsible for the following for traffic mitigation as prorated with the Foothills project: a) Sunrise Place SW shall be improved to meet current street cross-sections or the equivalent, and shall have thirty-two (32) feet of paving and sidewalk on one side.	<b>Improvements have been completed</b>
<b>4b</b>	b) Widen and rechannel the intersection of Newport Way and Wildwood Blvd. SW. The design tentatively includes separate left and right turn lanes from Wildwood Blvd. SW onto Newport Way and a single lane from Newport Way onto Wildwood Blvd. SW. A concomitant agreement is also required for full signalization of this intersection if warranted by future traffic (of which Kelkari-related traffic forms a substantial part) or accident conditions and if such signalization will cause a demonstrable improvement in traffic flow.	<b>Improvements have been completed</b>
<b>4c</b>	c) The right-of-way across the Kelkari site shall be a fifty (50) foot right-of-way and shall be improved with thirty-two feet of paving and five (5) foot sidewalks on both sides of the roadway.	<b>Improvements have been completed</b>
<b>4d</b>	d) The applicant shall sign a concomitant agreement for the cost of applicant's fair share of a pedestrian crossing on the Clark Street Bridge, as required under the mitigation section of the Foothills DEIS, p. 148 in the traffic study.	<b>The Clark Street bridge has been replaced by the City as part of its flood mitigation plan and this project's fair share of the mitigation has already been paid.</b>  <u><i>Please confirm this is the City's understanding.</i></u>
<b>4e</b>	e) Construction of a school bus turn-out, if required by the school district, at the intersection of Wildwood and Sunrise Place.	<b>The School Bus turnout has not been required by the school district and has not been constructed.</b> <u><i>Please confirm this obligation has been satisfied after all this time has passed.</i></u>
<b>4a</b>	Kelkari shall be fully responsible for the following required mitigation: a) Additional easement areas or dedications shall be made to the City as may be required during final design stage to ensure adequate line of sight is provided at all intersections and junctions of the roadway system.	<b>Acknowledged</b>
<b>4b</b>	b) Rights-of-way for the cul-de-sac roads shall measure thirty-seven (37) feet in width. These rights-of-way shall become City streets and shall be improved with 24 feet of paving which accommodates a 5-foot sidewalk on one side of the road.	<b>Phase 1 was developed with a private access (see 24-foot wide egress and utility easement on recorded BSP). The easement is improved with 22-24 feet of paving with an adjacent 5 foot sidewalk.</b>

<b>C-No.</b>	<b>Condition</b>	<b>Notes</b>
		Phase II units would utilize this existing easement and additional access would be improved as depicted on the attached Site Vignettes. Phase III units would also be served by a private access easement and would be improved as depicted on the Site Vignettes. We would like to confirm that continuation of the use of private easements is acceptable (i.e., that this modification from public to private was previously approved with Phase I) and discuss the relocation of the easement for Phase III and the standards and widths for the private access construction depicted on the Site Vignettes.
<b>4c</b>	c) Provide the City with slope easements or construct retaining walls in the right-of-way at the direction of Public Works per Public Works requirements for the public roadways and show these easements on the final plat.	<b>Acknowledged</b>
<b>4d</b>	d) Work with METRO to develop a Transportation Management Plan for that development which incorporates the following: Provide a free one-month bus pass to renters (peak hour, two zone); and distribute transit and ride-sharing information to renters of the apartments which includes a map of the routes to take to the nearest transit routes. Also discuss with METRO the impact of the development on the METRO Park and Ride Lot and bus use and any measures, if any, to mitigate impacts.	<b>This was a requirement when Kelkari was initially planned as apartments. With the construction of condos, there was no impact to the then park and ride lot. However, transit information was included in the purchase packet for new condo owners and can be included if necessary to the new Townhome owners, though two car garages will be provided for each unit and we expect no impact to METRO.</b>
<b>5</b>	The applicant shall maintain a minimum 50-foot buffer from the Ordinary High Water Mark of Cabin Creek in addition to a minimum building setback of 15 feet to the stream buffer as required pursuant to ordinances adopted by the City at the time of permit vesting.	<b>Acknowledged</b>
<b>6</b>	The applicant shall maintain a minimum buffer of 10 feet from the top/toe of all steep slopes plus maintain a minimum building setback of 15 feet from the slope buffers as required pursuant to ordinances adopted by the City at the time of permit vesting. Native Growth Protection Easement signs, which are for the identification of protection of steep sloped	<b>The approved steep slope grading has been reduced in some areas (west side of Phase II) with minor changes in other areas (south end of Phase III).</b>

<b>C-No.</b>	<b>Condition</b>	<b>Notes</b>
	areas, shall be placed at steep sloped areas as required by the Public Works Department.	<b>See Site Disturbance Exhibit. Buffers and setbacks from regraded areas will maintain these minimums.</b>
<b>7</b>	Prior to issuance of a Building Permit, the applicant shall establish a mechanism acceptable to the City which notifies future buyers of the apartment/condominium units or lots that the steep slope buffers were reduced and that development has occurred within 50 feet of a steep slope. The applicant shall execute an agreement that indemnifies and holds the City harmless for development within 50 feet of the steep slopes.	<b>Acknowledged</b>
<b>8</b>	A Building Permit and a Public Works construction permit shall first be issued prior to construction of the project.	<b>Acknowledged</b>
<b>9</b>	Prior to issuance of the Building Permit for Phase I, the applicant shall make connections between the service areas of the Wildwood and Mt. Hood water reservoirs per the approval of the Public Works Department to provide increased water storage for adequate fire flow. The applicant shall be responsible for the cost of the connections. Phase 2 and Phase 3 of Kelkari shall also not go forward until the City can assure adequate fire flow.	<b>Complete: First phase of the project is complete and the Amendment No. 1 to the Agreement for Cost Sharing 480 Zone Reservoir signed by the City and Rowley Properties dated 11-8-2013 satisfies the requirements of Phase 2 and 3</b>
<b>10</b>	The applicant shall participate in the cost of the proposed 480 Zone water reservoir as resolved with the Public Works Department prior to issuance of construction permits.	<b>The agreement was signed October 21, 2002 and titled "Agreement for Cost Sharing 480 Zone Reservoir"</b>
<b>11</b>	Prior to issuance of the Building Permit, the Public Works Department shall approve the final design of the storm water system.	<b>Acknowledged</b>
<b>12</b>	The Public Works Department shall have final approval of the textured concrete that is proposed to be used across SW Sunrise Place, linking the north and south sides of the project.	<b>Acknowledged</b>
<b>13</b>	All compact and accessible parking stalls shall be appropriately labeled.	<b>Acknowledged</b>
<b>14</b>	The applicant shall enter discussion with the Issaquah School District concerning bus route access to the site.	<b>Completed as part of Phase I.</b>
<b>15</b>	All significant trees within the vicinity of site construction that are proposed to be saved, shall be protected in accordance with Section 18.12.180D (Preservation of Trees) of the Land Use Code. Those measures may include but are not limited to fencing around trees.	<b>Acknowledged</b>
<b>16</b>	The area north of Building 3 between the trail and the slope of Cabin Creek and the area between Buildings 4 and 6 and portion of the periphery of Buildings 9 and 10 shall be landscaped more extensively. Additional riparian landscaping shall also be placed in the wetland buffers.	<b>Landscaping Plans for Phase 2 will honor this requirement.</b>
<b>17</b>	All landscaping shall be irrigated as required by Chapter 18.12.160(D) of the IMC.	<b>Acknowledged</b>

<b>C-No.</b>	<b>Condition</b>	<b>Notes</b>
<b>18</b>	Any changes or substitutions to the landscaping shall be approved first by the Planning Department before being implemented.	<b>Acknowledged</b>
<b>19</b>	A cash deposit worth 50% of the value of the landscaped material shall be posted with the City prior to receipt of a temporary or final Certificate of Occupancy, as required by Chapter 18.12.050(A) of the IMC.	<b>Acknowledged</b>
<b>20</b>	A monitoring and maintenance plan for both the Cabin Creek stream restoration and wetland enhancement shall be provided.	<b>Cabin Creek stream restoration and monitoring has been completed. A monitoring and maintenance plan will be developed for the wetland mitigation site as part of the updated mitigation plan. <u>Please confirm</u></b>
<b>21</b>	A Sign Permit shall be required to be issued by the City prior to installation of the monument signs. The proposed monument signs shall also have a minimum 2-foot setback from the property line. Safe sight distance must also be met.	<b>Acknowledged</b>
<b>22</b>	Parking for 32 bicycles shall be required based upon Chapter 18.09.030(1) of the Land Use Code. Bicycle parking racks shall be placed on both the north and south parcels of the project site. The locations and design of the bike racks shall be provided with the building permits.	<b>Acknowledged. <u>Will the referenced number of bicycle parking spaces be eliminated since bicycle parking can be accommodated in garages or adjusted with the lower unit count as bicycle parking was provided in Phase I?</u></b>
<b>23</b>	Details of the lighting fixtures and standards shall be provided with the building permit.	<b>Acknowledged</b>
<b>24</b>	All common use facilities such as recreational facilities, garbage and recycling collection areas, mailbox locations, foyers and management office shall be accessible, as required by WAC 1103.1.8.1. In addition, advance warning demarcation is required at curb handicap ramps.	<b>Acknowledged</b>
<b>25</b>	The following conditions shall be implemented as required by the Police Department: + Building Security: Request commercial quality locking mechanisms and dead bolt locks and peepholes on exterior personnel doors. Consideration should be given to security of exterior windows and sliding glass doors to prevent unauthorized entry. Lighting should be provided for personnel entrance and exits.	<b>Acknowledged</b>
<b>25</b>	The following conditions shall be implemented as required by the Police Department: + The buildings and units should contain a highly visible and lighted address identifier for nighttime identification for emergency responders (6-inch minimum).	<b>Acknowledged</b>
<b>25</b>	The following conditions shall be implemented as required by the Police Department:	<b>Acknowledged</b>



<b>C-No.</b>	<b>Condition</b>	<b>Notes</b>
	+ An agreement and posting of parking areas for unauthorized vehicle impounds.	
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + The buildings shall be fully sprinkled.	<b>Acknowledged</b>
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Portable fire extinguishers will be required.	<b>Acknowledged</b>
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Stortz fittings will be required on fire hydrants and before any combustible materials are placed on site.	<b>Acknowledged</b>
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Fire lanes are to be painted red with white letters stating "Fire Lane No Parking".	<b>Acknowledged</b>
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: • An approved monitoring fire alarm system shall be installed.	<b>Not required for townhouse development.</b>
<b>26</b>	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: • A Knox-box shall be required. The location is to be determined by the Fire Department.	<b>Not required for townhouse development.</b>
<b>27</b>	Due to the size, scale and mass of Building B-2R, and its proximity to single-family homes, Building B-2R does not appear to meet the Design Standard requirement that it be "designed and oriented to be compatible with existing, permitted land uses adjacent to the site with the surroundings, both manmade and natural" (Design Harmony and Compatibility Standard #3).  Thus, Building B-2R is hereby remanded to the Development Commission for further review of its size, scale and mass. The applicant must provide designs of Building B-2R which meet the requirements of Compatibility Standard #3. The Development Commission is directed to review these designs and determine if they meet said standard. If the designs do not meet Design Standard #3, the Development Commission shall recommend conditions to the Council that will ensure that the designs meet said standard.	<b>Completed</b>
<b>28</b>	The Administrative Adjustment of Standards for Building Height shall not be applied to Building B-2R.	<b>Acknowledged</b>
<b>29</b>	The proposed trail to Squak Mountain State Park along the eastern side of the Kelkari site shall be placed in a permanent trail easement and recorded with King County. The easement	<b>Completed</b>

C-No.	Condition	Notes
	<p>shall read as follows: A trail easement is hereby reserved to the benefit of the City of Issaquah for the purposes of pedestrian access along the regional trail along the eastern property and north along the utility corridor to the hatchery road. Easement restriction: Structures, fill, obstruction (including but not limited to decks, patios, outbuildings or overhangs) shall not be allowed within the trail easement. In addition, the construction of fencing shall not be allowed within the trail easement unless otherwise approved by the City of Issaquah. Seating, benches, outlook area may be allowed in the easement with the permission of the City of Issaquah.</p>	

# Kelkari Townhomes

## Intracorp Companies

### MSP/BSP/SDP Applicant Response Matrix

Date: August 31, 2015

**Note to Reader:** This document restates the City staff conclusions and evaluation provided to Intracorp on May 18, 2015 (see May 18 memo included with pre-application submittal). The May 18, 2015 evaluation/comments (column two below) were based on a May 14 draft site plan and May 11 project narrative. The City and Intracorp subsequently met on June 25, 2015 to discuss continued refinements to the proposal and information to be submitted for the pre-application meeting. Intracorp's response to the amendment criteria and staff's evaluation is provided in column three below. This information and the associated pre-application submittal information provide further documentation demonstrating that the proposed modification is consistent with the requirement of a Minor Amendment to the existing Master Site Plan, Site Development Permit and Binding Site Plan and the conditions contained therein

#### 1. Master Site Plan (MSP) amendment, minor or major

The relevant code section is: IMC **18.04.530 Amendments.**

**Conclusion:** *MINOR AMENDMENT*

**Evaluation** per IMC section 18.04.530:

The following amendments may be permitted for an approved Master Site Plan according to the following criteria:

A. *Minor Amendment:* Minor amendments shall be reviewed through a Level 2 Review and shall constitute the following:

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
1. Technical: Technical amendments shall include:	--	--
a. Adding portions of adjacent parcels through lot line adjustments; or	Not applicable	<i>Noted</i>
b. An extension of time limit for three (3) years or fewer; or	Addressed through MSP14-00001	<i>Noted</i>
c. Any amendment that remains substantially similar to the existing or proposed Plan or Agreement including,	Generally the change has less impact than the original plan approved by the MSP. (Assumes that reduced impact is similar to	<i>The modified proposal remains substantially similar to the original plan. The amendments are minor, some of</i>

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
but not limited to:	the original plan.)	<i>which result in a decrease in impact (e.g. fewer units). See project narrative and site development information.</i>
(1) Minor changes to impervious surface; or	Impervious surface will be equal to or less than the original approved MSP. (Sq.ft. of impervious surface was not provided.)	<i>There will be a minor change in the impervious surface. The change in the impervious surface from approximately 4.47 acres to approximately 4.4 acres of impervious space represents a minor reduction.</i>
(2) Minor changes to the project uses, densities, buffers, or setbacks; or	Uses are equivalent. Densities will be equal to or less than the original approved MSP, which we consider minor rather than major. Buffers or setbacks will be equal to or more than the original approved MSP. Very slight adjustments to buffers or setbacks may be possible provided there is a net no decrease. (Measurements were not provided.)	<i>The use remains residential and the density will be less than the approved MSP (MSP unit count is 189 DU and the proposed unit count is 139). Wetland buffers and setbacks are equal to and in some cases are more than those approved in the MSP. Steep slope grading has been reduced in some areas (west side of Phase II) with minor changes in other areas (south end of Phase III). See Site Disturbance Exhibit. Buffers and setbacks from regraded areas will be equal or greater. No adjustments to required building setbacks are proposed.</i>
(3) Minor changes to the height, size, or location of buildings or other improvements; or	Height, size, or location will be equal to or less than the original approved MSP. (Other improvements were not shown.)	<i>Building heights and lengths have been reduced. Heights in the MSP were approximately 50 ft. Heights proposed are approximately 35 ft, with a maximum of 40 feet. The size and location of other improvements is generally the same (e.g. similar access road, parking and site amenities), with some modifications based on the townhouse building type (e.g.,</i>

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
		<i>under building parking is now proposed as in-building garage parking.</i>
(4) Similar minor changes as determined by the Planning Director/Manager.	No specific changes were provided beyond those discussed above.	<i>The MSP approved a direct wetland impact of 0.13 acres and a reduced buffer area (i.e., “paper fill”) for Wetland B of approximately 0.03 acre. The proposed direct wetland impact of 0.116 is essentially the same (see Watershed delineation dated August 28, 2015). The area of paper fill has slightly increased to 0.066 due to the change in the shape of Wetland B (delineated now as Wetland 1),</i>
2. Design: Amendments that specifically relate to the design elements as listed in the approval criteria, or the Design Criteria Checklist, provided the amendments are consistent with applicable design guidelines or subarea plans.	There is no sub-area plan for this part of Issaquah. 18.07.660 Approval criteria identifies the required elements. 18.07, Appendix 2 contains the Design Criteria Checklist. By maintaining the general configuration of the original MSP, it is assumed that the proposal will be consistent with the Design Criteria Checklist either now or as developed for construction permits.	<i>Noted</i>  <i>The proposal will be consistent with the Design Criteria Checklist. See attached response regarding consistency with the checklist.</i>
The amendments shall not substantially impact parking, City services or infrastructure.	Parking, City services, or infrastructure will be equal to or less than the original approved MSP	<i>Noted</i>

B. *Major Amendment:* Major amendments shall be reviewed through a Level 5 Review and may include, but are not limited to, the following:

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
1. Adding parcels; or	Not proposed with this plan.	--
2. An extension of time limit for more than three (3) years; or	Addressed by MSP14-00001	<i>Noted</i>

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
3. Substantially modifies parking areas, facades, or the site layout; or	No, parking areas and the site layout will be equal to or less than the original approved MSP. No façade information was provided.	<i>Surface parking areas are reduced and required parking is provided in garages. The site layout continues to be equal to or less than the original approved MSP. The building character is not substantially modified. They will have an exterior character inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms will be downscaled to compliment the smaller proposed buildings and each new unit will have a clearly defined, ground related, individual entry. The building walls will be modulated horizontally and vertically to add visual interest and shadow lines, and will be finished with materials similar to the existing multifamily buildings, including shingle, bevel, and board &amp; batten sidings. The roofs will include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements will be used to accent areas, such as decks and entries. Colors will be earth tones, similar to those used in the existing multifamily buildings, plus brighter colors to accent the unit entries. See attached elevations.</i>
4. Substantial changes to impervious surface; or	No, impervious surface will be equal to or less than the original approved MSP.	<i>No. The change in the impervious surface from approximately 4.47 acres to approximately 4.4 acres of impervious space represents a minor reduction.</i>

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
5. Substantial changes to project uses, densities, buffers, or setbacks; or	No, project uses, densities, buffers and setbacks will be equal to or less than the original approved MSP	<i>No. The use is the same, the number of units is the same, and the buffers and setbacks are unchanged.</i>
6. Substantial changes to the height, size, or location of buildings or other improvements; or	No, height, size, or location of buildings will be equal to or less than the original approved MSP. Other improvements are not shown.	<i>No. The length and height of the buildings has been reduced and the buildings are located within the area previously approved for development. Other site improvements (e.g., trails, site amenities) are substantially the same. )</i>
7. Changes which are inconsistent with applicable design guidelines or subarea plans; or	There is no sub-area plan for this part of Issaquah. By maintaining the general configuration of the original MSP, it is assumed that the proposal will be consistent with the Design Criteria Checklist either now or as developed for construction permits.	<i>No. See attached response regarding consistency with the checklist.</i>
8. Any amendment which does not meet the criteria of a minor amendment in subsection A of this section.	At this time, based on the information provided, the amendment is consistent with a minor amendment.	--

## 2. Binding Site Plan (BSP), exceptions, administrative, or new application

The relevant code sections are: IMC 18.13.480 Alterations and vacations. and IMC 18.13.160 Modification of an approved preliminary plat.

**Conclusion:** *EXCEPTION*

**Evaluation** per IMC section 18.13.160:

Alterations to the Binding Site Plan, per IMC 18.13.480, shall be reviewed using the criteria in 18.13.160. following the processes for modifying a preliminary plat:

Modifications of an approved preliminary plat shall be reviewed as a new application unless the modifications meet all of the criteria under either subsection A of this section, Exceptions, or subsection B of this section, Administrative Amendment:

A. Exceptions: The following modifications of preliminary plat approval may be reviewed through plat engineering:

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
1. Engineering detail, unless the proposed detail modifies or eliminates features specifically required as an element of the preliminary plat approval;	Not applicable	<i>The BSP recorded 24-foot wide egress easement for Phase 3 is proposed to be relocated and revised based on the proposed modified street section.</i>
2. Minor changes in lot line or dimensions;	Yes, this is the extent of the changes as described.	<i>Changes in the lot lines and dimensions are no longer being considered. Instead, the lots are proposed to be consolidated. See 3. below.</i>
3. A decrease in the number of lots to be created.	Not proposed.	<i>Based on the modified building type and site plan, the existing BSP lots are proposed to be merged into 2 lots (for Phase II merge Lot 1 and 2; for Phase III, merge Lot 8, 9 and 10).</i>



### 3. Site Development Permit (SDP) amendment, minor or major

The relevant code section is: IMC **18.04.450.B Major Amendments to an Approved Site Development Permit**. IMC 18.04.320.C and IMC 18.04.360.D also outline criteria for Minor Amendments to Approved Site Development Permits. Generally these are duplicative of the criteria in 18.04.450.B except the portions outlining changes to the buildings and architecture.

**Conclusion:** *MINOR*

**Evaluation** per IMC section 18.04.450.B:

B. Major Amendments to an Approved Site Development Permit: Any amendment to the approved building or site that substantially changes the existing or proposed development including, but not limited to, substantial changes to impervious surfaces, uses, densities, buffers or setbacks, height, size or location of buildings, or other improvements to the property, and/or is inconsistent with applicable design guidelines or subarea plans, and/or will substantially impact parking, City services or infrastructure.

1. Major amendments and/or examples of major amendments shall include:

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
a. Substantially modifying parking areas;	No, parking areas will be equal to or less than the original approved MSP, with a similar configuration.	<i>No. Surface parking areas are reduced and required parking is provided in garages. The site layout continues to be equal to or have less impact than the original approved MSP.</i>
b. Substantially modifying facades;	No façade information was provided.	<i>No. The building character is not substantially modified. They will have an exterior character inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms will be downscaled to compliment the smaller proposed buildings and each new unit will have a clearly defined, ground related, individual entry. The building walls will be modulated horizontally and vertically to add visual interest and shadow lines, and will be finished with materials similar to the existing multifamily buildings, including shingle,</i>

<i>City Criteria</i>	<i>Staff Evaluation/Comments</i>	<i>Applicant Response</i>
		<i>bevel, and board &amp; batten sidings. The roofs will include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements will be used to accent areas, such as decks and entries. Colors will be earth tones, similar to those used in the existing multifamily buildings, plus brighter colors to accent the unit entries. See attached elevations.</i>
c. Constructing a substantial building addition;	No, building areas will be equal to or less than the original approved MSP.	<i>The development area for buildings is generally the same and the building heights have been reduced. Heights in the MSP were approximately 50 ft. Heights proposed are approximately 35 ft, with a maximum of 40 feet.</i>
d. Substantially modifying the site layout;	No, the site layout will be equal to or less than the original approved MSP, with a similar configuration.	<i>No. The development area and site layout are generally the same.</i>
e. Changes that are inconsistent with the approved development, applicable design guidelines or subarea plans.	There is no sub-area plan for this part of Issaquah. By maintaining the general configuration of the original MSP, it is assumed that the proposal will be consistent with the Design Criteria Checklist either now or as developed for construction permits.	<i>The proposal will be consistent with the Design Criteria Checklist. See attached response regarding consistency with the checklist. There is no sub-area plan for this part of Issaquah.</i>